

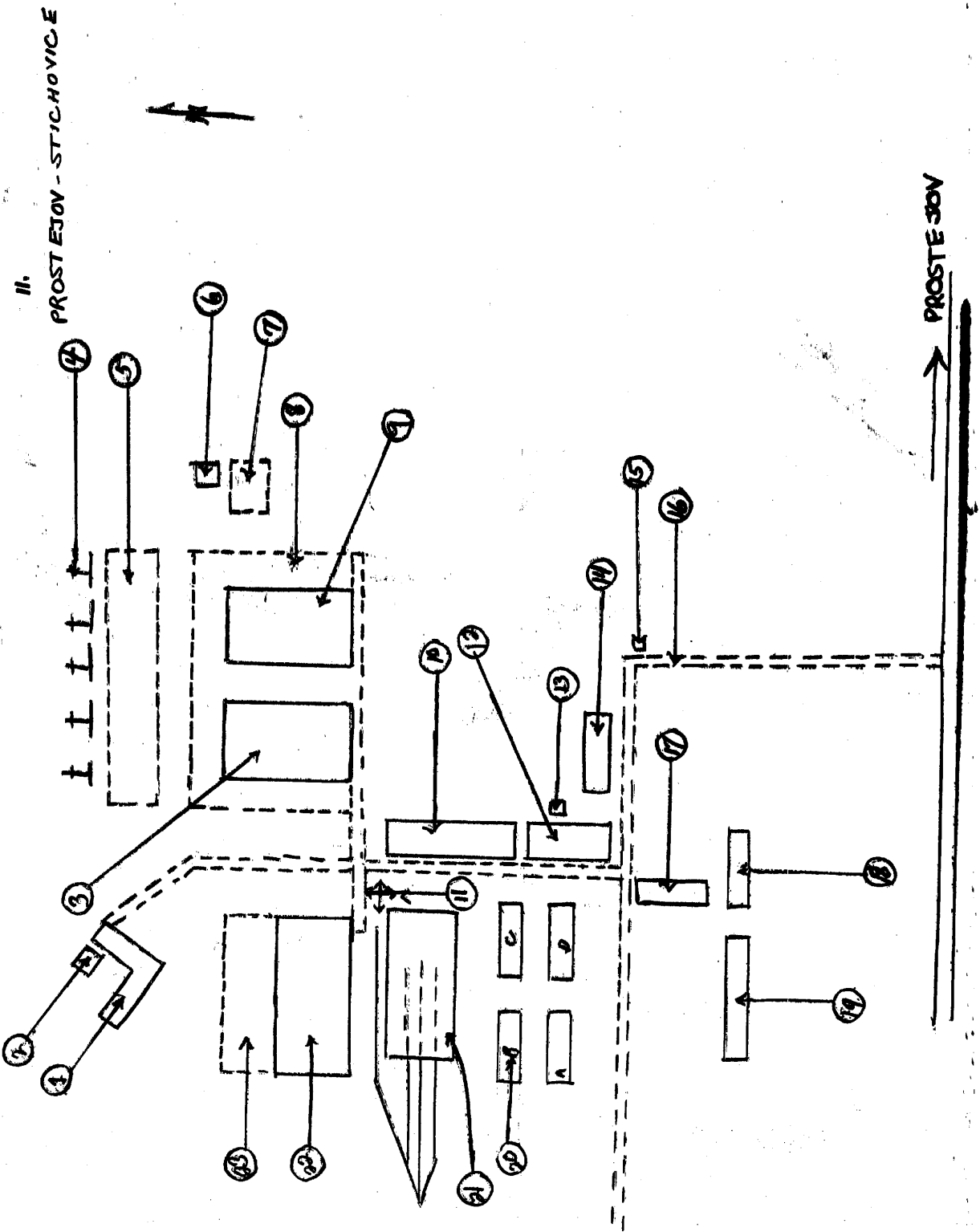
ENCLOSURE B.

SECRET

Sketch of Prostějov-Stihovice  
Military Airfield #2.

50X1

50X1



SECRET

ENCLOSURE B (Cont'd)

S E C R E T

- 2 -

50X1

## LEGEND

- Point #1. Building: each wing 30 x 8 - 10 x 4 - 5 m.; wooden construction; coated with dark brown preservative; gabled roof. Northeast wing had aircrew briefing room, operations office, flight commander's office, flying instructors' office, two classrooms, and one room with a link trainer adapted for gunnery training. The northwest wing had a very large flight planning room containing charts, navigational aids, and various other small office rooms.
2. Old Control Tower: used as weather station; wood and glass enclosed; five x five x three meters; eight meters above ground; in use in 1949. In 1951, new control tower Pt. 6 was used, which had a switch for obstruction lights located on all of the buildings. It contained transmitters and receiver of the FUG-16, FUG-10, and Valta types (standard for all military airfields).
3. Hangar: corrugated steel sheet construction; shed roof; each side was 50 x 15 x 10 m.; painted dark green; concrete floor. The hangar was divided by a brick wall extending from the floor to the roof. Large accordion-type doors ran the full length of the hangar on the east and west sides; both sides of the hangar were used for all types of maintenance, and parking aircraft; only fighter aircraft (Messerschmitts, Arados, light training aircraft C-106 and C-104) received maintenance here.
4. Grassy Parking Area.
5. Concrete Apron: 100 x 20 m.; fair condition. This was a floor remaining from a hangar built by the Germans in World War II and later destroyed.
6. New Control Tower: standard military type used by Czechoslovak Air Force 50X1
7. Buildings: under construction 50X1 only three - five m. foundations were visible.
8. Apron: concrete; 15 m. wide; extended around hangars Pts. 3 and 9; good condition.
9. Hangar: same description as Point 3.
10. Building: three story; brick construction; 50 - 60 x 15 - 20 x 18 - 20 m.; gray, with a red tile gable roof. First floor: link trainer room; link trainer repair shop; kitchen and dining room (used only by student pilots), shower room, canteen, and recreation rooms; second floor - student pilot sleeping quarters - third floor - class rooms only.
11. Radar Set: mounted on a flat car; constantly under guard; 50X1

S E C R E T

ENCLOSURE B (Cont'd)

S E C R E T

- 3 -

LEGEND

50X1

- Point #12. Airfield Administration Building: two story; red brick construction; 30 x 15 - 20 x 10 - 12 m. with red tile gable roof; first floor - large guard room, four or five detention rooms for student pilots who broke regulations, two rooms for use by duty officer; second floor - airfield administration offices.
13. Building: water pumping station; gray brick construction; three by three by three meters, level roof; housed electric water pump. Hearsay information, obtained from 50X1 [redacted], was that the lake Enc. A, Pt. 17 was the source of water supply for the airfield. Water went under pressure from this pump house to various points on the airfield.
14. Building: one story; wood; 30 x 10 x 4 - 5 m.; low gable roof; covered with dark brown oil preservative; utilized as officers' mess hall.
15. Guard Shack: 1 x 1 x 2½ m.; used in inclement weather; a guard armed with submachine gun guarded airfield entrance from this point.
16. Airfield Road: concrete; five meters wide; very good condition.
17. Building: wooden; 30 x 10 x 4 - 5 m.; gabled roof; building covered with dark brown preservative; used as living quarters for garage mechanics and drivers working in garage Pt. 18.
18. Building: same as building Pt. 17; used as a garage; cars and trucks were repaired here.
19. Building: one story; wooden; 50 x 10 x 4 - 5 m.; eastern half used as a recreation room; western half used as sleeping quarters for enlisted administrative personnel.
20. Four Buildings: same type as building described in point 17; mechanics' barracks.
21. Building: one story; brick; 50 - 60 m. x 30 x 10 m.; steel, multiple, butterfly roof with four spans; work still in progress on this building in July 1950. The railroad spur track described Encl. A, Pt. 2 branched off into three or four sets of tracks; 100 - 150 m. west of building. The southern part of this building was used as a warehouse. 50X1 [redacted] tank cars standing on this siding; he believed that these cars contained fuel to be used at the airfield.
22. Hangar: brick; 70 - 80 x 30 - 40 x 15 m.; shed room Refer to AIG Tab 1, Sec IV, page 35, top drawing for illustration of trusses. Hangar construction was started in 1949 and completed [redacted] in June 1951. An accordion-type door ran along the entire north wall. 50X1
23. Apron: concrete; 70- 80 x 20 m.; very good condition.

S E C R E T